

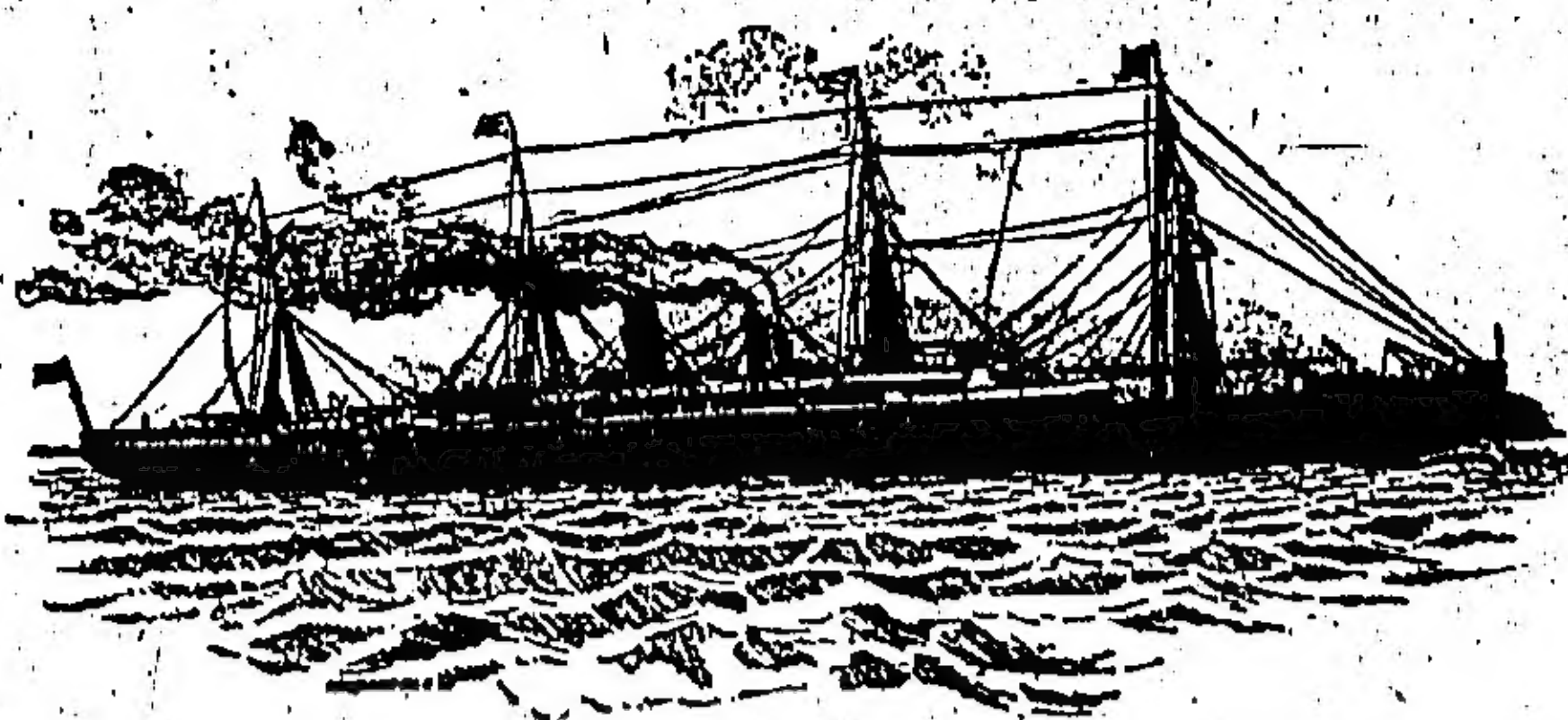
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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 25th October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIO"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.

THE P. M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting steamers.

Freight will be received on board until 4 P.M., the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

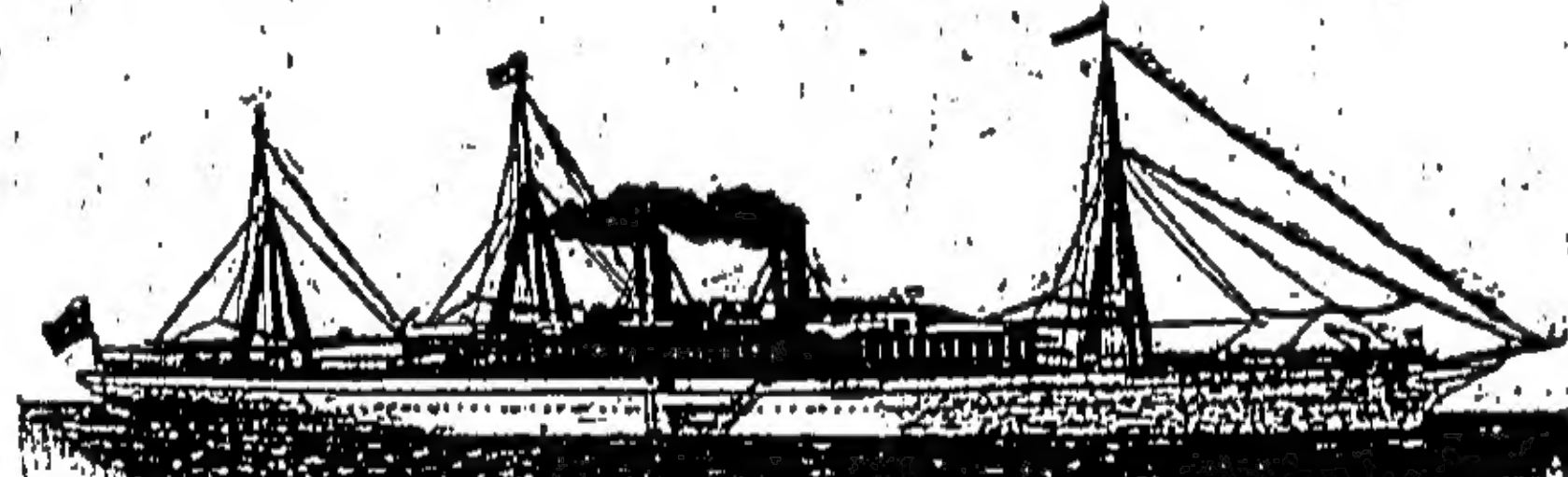
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 10th September, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



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EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

H. F. BROWN, General Agent, Paddy's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

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(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ANDALUSIA	HAVRE, BREMEN and HAMBURG.	21st Sept.	Freight.
Arabia	(Calling at SINGAPORE and PENANG).		
Sachs	HAVRE and HAMBURG.	5th Oct.	Freight.
KOENIGSBERG	(Calling at SINGAPORE and COLOMBO).		
BAMBERG	HAVRE, BREMEN and HAMBURG.	19th Oct.	Freight and Passengers.
Jacobs	(Calling at SINGAPORE and COLOMBO).		
SEGORIA	HAVRE and HAMBURG.	2nd Nov.	Freight.
Foerck	(Calling at SINGAPORE and PENANG).		
MARBURG	HAVRE and HAMBURG.	16th Nov.	Freight.
von Bismarck	(Calling at SINGAPORE and COLOMBO).		
		30th Nov.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 14th September, 1901.

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zeland Street, on MONDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 7th September, 1901. [988]

Insurances.

40 Years Experience

Is represented in the Continuous Installment Policies of the Equitable. A guaranteed INCOME FOR LIFE even if you live as long as Methuselah. The ideal Assurance Particulars for the asking. The Equitable Life. Strongest in the World.

F. KIENE, Manager, Hongkong.

Hongkong, 10th September, 1901. [995c]

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to ACCEPT FIRST CLASS FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1901. [30]

To be Let.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [709c]

TO LET.

GODOWN—No. 54, DUDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

TO LET.

A HOUSE in KIPON TERRACE. Apply to "THE RETREAT," MOUNT KELLET. THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [209c]

TO LET.

NO. 3, ORMSBY TERRACE.—KOWLOON. Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901. [761c]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th September, 1901. [971c]

TO LET.

NOS. 1 to 3, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 298, Des Voeux Road Central. Hongkong, 5th September, 1901. [979c]

RIGAUD'S White Violet EXTRACT

This fugitive and delicate perfume is persistent as an Extract for the handkerchief while in a soap and powder, it has been adopted by the most refined French Society.

RIGAUD & Co. 10,000 White Violet equal each bottle of Rigaud's Extract PARIS

WISE AND OTHERWISE.

Robberies and burglaries seem to be growing rather more common of late. My advice to everybody is to keep one or two rather savage dogs. Let them prow about the house all night, and there is little fear of robbers. There is nothing the average coolie fears so much as a dog, particularly if it is of a fair size and of foreign breed. The chow dog makes a very good guardian for a house, but his bark is worse than his bite, he will make a fearful noise if any stranger comes near the place, but he can't be trusted to hold a man up. Of course you may have to pay compensation now and again to a bitten servant, but that is cheaper and better in the long run than being robbed.

I have been reading a good deal about the Christian Scientists of Solomons. late, Mr. Editor, and I have come to the conclusion that there must be something in their teachings. Here, for instance is a bit of their reasoning:—"You say a bolt is painful; but that is impossible, for matter without mind is not painful. The bolt simply manifests your belief in pain, through inflammation and swelling; and you call this belief a bolt. Now, administer mentally to your patient a high attenuation of truth on this subject, and it will soon cure the bolt. The fact that pain cannot exist where there is no mortal mind to feel it, is a proof that this so-called mind makes its own pain; that is, its own belief in pain."

Now it seems to me, Mr. Editor, that there is more than appears on the surface in this. All you have to do to cure a pain is to destroy your mind. Matter minus mind is not painful, and therefore, when you reduce yourself to a lump of matter without mind you can't feel pain. What a comfort this statement will be to some of us. So long as we are acutely sensible of pain we know we have plenty of brain power, and therefore, the more we ache the wiser we must be. Perhaps this also explains why some fools are so very callous in hurting people's feelings. They are merely lumps of matter and hence they cannot feel pain, nor understand that they cause it to others. By the way, I wonder if a Christian Scientist would feel the birch? He'd have to be a very absent minded beggar not to!

My fashion column proved to be Fashion. so popular last week, Mr. Editor, and I have had so many letters on the subject that I feel I must come to the rescue and give the gilded youth of the Colony some more advice, but first I must answer:—

PERPLEXED.—It is not considered good taste to wear brown shoes with evening dress; why not try Nubian blacking on white canvas shoes, if expense is an object?

BRUNETTE.—If his moustache is as troublesome as you say, you might get him to shave by a little coaxing. The best means for accomplishing this end would be to develop a sudden admiration for clean shaven Naval Officers. Cultivate the acquaintance of a few middies; they are generally harmless, being detrimental at that stage, but I have frequently known them to bring a somewhat backward beau to his senses.

MOUSTACHE.—Why not shave clean? If the girl is worth having she is certainly worth this sacrifice; besides, a razor is not very expensive.

SPORT.—No! I do not think leggings and spurs look well in a boat, or on a bathing trip. Of course if you ride down to the wharf, and let the oars see you do so, it is O.K.; otherwise it is apt to look affected.

SMART.—Any of the jewellers advertising in the Telegraph could supply you with a wrist-strap watch. I think your grandfather's repeater would be too big to wear in a strap.

VOLUNTEER.—No! if your eye-glass falls out while you are standing to attention you must let it be, you can fix it again when the order is given to "stand easy."

SWIMMER.—Gin cocktails are not good to train on; you had better give them up.

Now that I have answered a few of the more important questions addressed to me I can go on with my fashions, Mr. Editor. I see by the mail papers that it is now fashionable for patriotic folk, both male and female, to wear a flag brooch on the ribbon of a straw hat. It is pinned at the side over the bow. Of course you wear your national colours, and I suppose that a person of mixed parentage would wear both flags, that of the father on the right and the mother on the left. This is a very pretty and becoming custom and prevents all doubts as to your true nationality. I hear that as St. Andrew's Day approaches, tartan ties are to become fashionable. It is a great mistake to go and buy the tartan of any particular clan. All the principal ones are so well known that anyone meeting you in the street can tell at a glance if you are a Campbell, or a McGregor, or so on. The best way is to invent one of your own, then look up some obscure king and say that you are a direct descendant of his and your family has worn the tartan for centuries. This generally works well, particularly with the ladies. I have had a great many questions of late as to the advisability of adopting a hyphen. I should certainly advise my readers to do so if they possess a common name. But be sure and get a good high-sounding name for the front one. Fitzclarence-Jones and Montmorency-Robinson look a good deal better than the ordinary single-barrelled Jones and Robinson, and make people think you were really of some consequence at home. At the same time it is just as well to study the Peerage; for then, at a dinner or afternoon tea, you can talk familiarly of titled people. The learning by heart of a few little anecdotes of high personages also helps a great deal. By the way, the pink shirt is falling into disrepute. This season will, probably see a revival of greens and yellows. These garments

are more expensive to keep up, but they at once stamp one as being in the height of fashion. Just now it is the proper thing to talk of boxing, and a nodding acquaintance with Slavin or McAniff will put you up many rungs in your friends' estimation. If you know either can cultivate a black eye it is just as well, as then everybody thinks you are taking lessons or have been having a friendly spar.

GILAH.

A CHINESE OPINION OF KANG YU WEI.

The 7-6-C. Express says—

Mr. Tan Jiah Kim, of Singapore, and his son, continue to enjoy their visit to this country, and have been well received at the Colonial Office. Mr. Kim is a noted man in the Straits Settlements and has figured prominently in the Singapore Council. He has told a *Daily Mail* representative that he was particularly grateful to the Government for the manner in which they had rendered him every assistance in the business with which he has been engaged, which embraces several questions relating to Singapore public affairs. "The Straits-born Chinese," said Mr. Kim, "are British subjects. We can't say much one way or the other about affairs in China or China's future, for to tell the truth, we are less interested in China than we are in British Colonies." When asked if he was a reformer, Mr. Kim threw up both hands and heartily disclaimed any sympathy with the reform propaganda in China. "Kang Yu Wei," he said, "has done more harm than good in China."

ST. ELMO'S FIRE.

Asst.—I boarded the king's ship; now on the deck, Now in the waist, the deck, in every cabin.

I flam'd amazement; sometime I did divide,

And burn in many places on the topmast,

The yards, the bowsprit, would I flame distinctly,

Then meet and join: Jove's lightnings, the precursors

Of the dreadful thunderclaps, more momentary

And sight outunning were not; the fire, and cracks

Of sulphurous roaring: the most mighty Neptune

Seem to besiege, and make his bold waves tremble.

Yea, his dread trident shake.—*The Tempest*, Act I, Scene 2.

The flaming meteor so vividly described by Shakespeare in *The Tempest*, and so familiar to sailors, was known to the ancients as "Castor and Pollux" from the heroic twins who, after the beautiful and sublime fable of the Hellenes, became the emblem of fraternal love to future ages. It will be remembered that when Leda, the queen of Sparta, was bathing in the Eurotas, she was approached by Jupiter in the likeness of a swan, and afterwards gave birth to twins, of whom Pollux or Polydeuces was the son of Jupiter, and hence an immortal, while Castor was the son of Tyndareus, her husband, and therefore a mortal. From their childhood the Tyndarids were inseparable companions. Castor was famous for his skill in horsemanship, and Pollux in the art of boxing. They took part in many adventures; for instance, the expedition against Athens to recover their young sister Helen or Helena from the hands of Theseus, King of that city; the hunt of the Caledonian bear; and the voyage of the Argonauts under Jason in search of the golden fleece. We are told by Diodorus that when the heroes were passing through the Propontis the *Argo* encountered a violent gale, and Orpheus, the poet, invoked the deities of Samothrace. The storm fell, and the heroes were amazed to see the heads of the Tyndarides crested with flame. They regarded these mysterious fires as a token of the divine protection. For in these olden times when men believed in a God or Gods who ruled over Nature, but as yet knew nothing of her universal laws, they were always ready to appeal to the deities by prayer and sacrifice, or to look for a special manifestation of their will and power in things they did not understand.

According to one version of the myth, Castor and Pollux afterwards carried off their cousins Phoebe, a priestess of Athena, and Hilaria or Elaira, a priestess of Artemis, two lovely daughters of Leucippus who were betrothed to other cousins, Lynceus and Idas, the sons of Aphareus, a brother of Tyndareus. Lynceus and Idas pursued the ravishers to recover their damsels, and a combat took place at Aphidna, a district of Laconia. Castor perished under the sword of Lynceus, and Pollux avenged him by slaying Lynceus with his spear. Idas rushed upon Pollux, but he was killed by the lightning of Jupiter. When Pollux saw that his brother was dead, he besought his father to let him die too, or grant the like immortality to Castor. Jupiter permitted him to share his immortality with Castor, so as they might live alternately in Hades and on earth. We are also told that he translated them into the constellation of the Dioscuri (sons of God), known to the Romans as Gemini, or The Twins. They received divine honours in Sparta; and their worship spread to Italy and Sicily. Like the Kabiri or Phœnician divinities of Samothrace, they were believed to protect the traveller, and Poseidon, or Neptune, is said to have given them power over the sea. They were represented as two horsemen having egg-shaped helmets crowned with stars and holding spears in their hands. When two lights of St. Elmo's Fire were seen together during a tempest it was considered a token of their presence and a sign of fair weather. When a single light was seen it was called Helena, probably after their unfortunate sister, Helen of Troy, and portended bad weather.

Castor and Pollux were believed to have assisted the Romans in the battle of Regillus, fought against the Latins, and a temple was erected to their honour on the spot in the Forum where they were seen after the battle, just opposite the temple of Vesta. Caesar tells us that during his campaign in Africa they also showed themselves, and presaged his victory over the followers of Pompey. The visitation happened in the month of February during the second watch of the night. A dense cloud suddenly approached, together with a terrible hail-storm, and the lances of the 5th Legion were tipped with fire. Procopius also relates that when Belisarius prepared to advance against the hordes of the Vandals, the spears of his soldiers emitted sparks. We had a curious instance of a similar superstition in the letter of the Mahdi to Emin Pasha, calling on him to surrender in the name of Allah and the Prophet. As a proof of the divine favour, he informed Emin that "tongues of fire" had appeared on the lances of his troops. After the introduction of Christianity the phenomenon only changed its name, and the superstition continued during the Middle Ages. It was now called the Fire of St. Elmo, or of Santa Clara, in the Mediterranean, and of St. Nicolas in the West. It was also known as the Fire of St. Helena. The Portuguese called it Corpus Sanctum, which has been corrupted by English sailors (who have their full share of the national habit of never pronouncing a foreign name correctly) into "Composant," or "Comozant." St. Nicolas of Bari was renowned as a saint in Western Europe during the 12th century; and St. Elmo although the name has been derived from Elias or Elijah, was probably the St. Erasmus, Erasmo or Ermo of the Italians, a priest of Fourmies, who, in the beginning of the 4th century, suffered a cruel martyrdom by disembowment, which has been painted by several artists, including the celebrated Poussin, whose picture is now in the gallery of the Vatican. He was regarded as a patron saint of fishermen and sailors in the Mediterranean, and the fire of "Castor and Pollux," which came to bear his name, was taken as a sign of his protection.

When Benjamin Franklin, about the middle of the 18th century, proved that lightning is a discharge of atmospheric electricity, it became clear that St. Elmo's Fire was another electrical phenomenon. The electricity of the atmosphere was made a special study, by means of electrometers, and of late years many interesting facts have been found out concerning it, but there is still a great deal to discover. It is known that ordinarily, that is to say in fair weather, the surface of the earth and sea, with all conducting bodies on them, such as buildings, trees, animals, and ships, are charged with negative electricity, or the kind of electricity which is excited on a stick of sealing wax by rubbing it with a silk handkerchief. The atmosphere on the other hand, except the strata in contact with the earth, is charged with positive electricity, like that obtained by rubbing a glass rod. These two opposite electricities attract each other, and hence it follows that the negative electricity of the earth discharges itself by the points and pinnacles of the surface on which it tends to accumulate. When this discharge becomes excessive it is visible to the eye as light, and hence the phenomenon of St. Elmo's Fire, which appears to be nothing more than a natural form of what is called the "brush discharge" from the conductor of an electrical machine. In fair weather the discharge from the earth is seldom or never so strong as to become visible; but in broken or tempestuous weather it sometimes produces a fine display of the light. In such times the discharge may be either of negative or positive electricity, for the surface of the earth often changes its electrification from negative to positive in bad weather. Sir William Thomson supposes that high winds or cyclones may lift the stratum of air, which is next the earth in fair weather, and therefore negative, into the upper air, and thus render the higher parts of the atmosphere negative instead of positive. This negative charge may induce or draw a corresponding positive charge to the earth's surface, and thus reverse the conditions obtaining in fine weather.

As electricity tends to discharge itself from pointed conductors, St. Elmo's Fire at sea is generally seen on the "tips" of spars or the slender cordage near them; but according to one account, it has also been noticed on the crests of waves. The flames are usually in tufts and sheaves, or aigrettes, and they sometimes "flit to and fro with a hissing sound." Humboldt witnessed a display in which the mainmast of a ship from the truck for three feet downwards was enveloped in a "cold blaze" of phosphoric light. The light and mizen masts were also glowing, but to a less extent. On 26th October, 1813, when the *Sandwich* packet, homeward bound from the West Indies, was 200 miles north of the Bahamas, and running through a storm of rain and lightning, the spindles of each mast was illuminated for about two hours. There are probably many interesting records of this meteor hid in the pages of ships' logs, or stowed away in the memories of old salts along with other very curious tackle. It is doubtful, however, if anyone has ever seen it flaming amazement "in every cabin," as Shakespeare has it, for cabins are confined spaces, and the discharge is partial to exposed situations. It has been observed on the heads and hats of persons in the open air, as in the case of the Tyndarides, also on the masts of horses. On a cold November evening several years ago there was a thick snowstorm in Cherbourg, and as M. Delamare, a worthy citizen of the Republic, was promenading the streets under the shelter of his umbrella, he became aware of a singular buzzing around him, like that of a swarm of insects. To add to his astonishment, he saw on every tip of his

GIRAULT'S FRESH GOODS by every MAIL.

GIRAULT'S WINE and SPIRIT MERCHANT.

GIRAULT'S GREAT SPECIALTY COFFEE ground on the PREMISES.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	WOOSUNG	16th instant.
YOKOHAMA	CH NGU	16th instant.
MANILA and ILOILO	SUNGKANG	17th instant.
SHANGHAI	WAMPOA	20th instant.
TIENSIN	KWEIYANG	23rd instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	AGAMEMNON	19th instant.
"	CALCHAS	26th instant.
"	NESTOR	1st October.
"	LAERTES	9th October.

HOMEWARDS.

FOR LONDON.

"IDOMENEUS"	17th Sept., 1901.
"AJAX"	1st Oct., "
"PYRRHUS"	15th "
"CALCHAS"	29th "
"NESTOR"	12th Nov., "
"MACHAON"	26th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ULYSSES"	15th Oct., 1901.
"DARDANUS"	15th Nov., "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City	about Sept. 17
Strathgyle	about Oct. 15

THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 17th instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 14th September, 1901. [750c]

"SHIRAZ" LINE.

THE Steamship.

"RADNORSHIRE,"

Captain Hindless, will be despatched for the above Ports, on TUESDAY, the 17th instant, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 13th September, 1901. [998c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Leva, will be despatched as above on TUESDAY, the 17th September, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 28th August, 1901. [685c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 18th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th September, 1901. [326c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th September, 1901. [331c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENVILE,"

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to

MCGREGOR, BROS. & GOW, Agents.

Hongkong, 28th August, 1901. [927c]

Shipping.

STEAMER.

FOR NEW YORK VIA SUEZ CANAL.

THE H.A.L. Steamship

"ARAGONIA,"

Captain Forst, will be despatched for the above Port TO-MORROW, the 15th instant, A.M.

For Further Particulars, apply to

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 14th September, 1901. [985c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain E. Fey, will be despatched for the above Ports, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to

DAVID PASSOON, SONS & Co., Agents.

Hongkong, 14th September, 1901. [1001c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 15th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th September, 1901. [226c]

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. American ship

"MANUEL LAGUNO,"

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 8th July, 1901. [727c]

For Sale.

FOR SALE.

RURAL BUILDING LOT No. 1, situate upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lot or to sell the houses separately, subject to the existing tenancies; any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to

DENNIS & BOWLEY, Solicitors, SUPREME COURT HOUSE.

Hongkong, 24th August, 1901. [910c]

A SPECIAL SALE.

WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M., to the 28th, of Ladies' and children's underclothing and other useful and embroidered articles suitable for birthday presents &c.

The prices will be marked on every article. The Superiors hope to receive and merit a large share of public patronage.

ITALIAN CONVENT, 20 Caine Road.

Hongkong, 9th September, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply

"STEAM," C/o The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, OF PARIS, Three years old, in Excellent Condition.

For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [565c]

Entimations.

BOARD

AND

RESIDENCE.

Mrs. HUBBARD.

166, QUEEN'S ROAD EAST.

Hongkong, 11th September, 1901. [1005c]

M. STEVENS & CO.

CARRY IN STOCK.

A FULL LINE OF "GERMINAL"

MANILA CIGARS.

T. M. STEVENS & CO., Beaconsfield Arcade.

Hongkong, 2nd September 1901. [999c]

C. E. WARREN,

BUILDING CONTRACTOR

WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED

AND FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS, NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 24 & 26, Queen's Road Central. [125c]

A. LING & Co.,

FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)

QUEEN'S ROAD CENTRAL.

Speciality: POOCHOW LAQUER WARE.

Hongkong, 18th June, 1901. [642c]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:

L. SCHEFF, American ship, C. S. Kendall.

Calcutta & Co.

SRA WITON, American ship, Howa—Master.

Entimations.

SANITARY BOARD OFFICE.

HONGKONG.

THE Services of a EUROPEAN, under 35 years of age of fair education are required immediately as a TEMPORARY INSPECTOR OF NUISANCES.

The Salary including Rent, Allowance will be \$105 a month.

For further Particulars apply personally to the MEDICAL OFFICER OF HEALTH at the Offices of the Sanitary Board, Beaconsfield Arcade.

By Order, G. A. WOODCOCK, Secretary.

Hongkong, 12th September 1901. [1007c]

HONG SING,

8 Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. [96cc]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 6th March, 1897. [37c]

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scalds, Scurvy, Eczema, Skin and Blood Diseases, Pimples, and Sores of all kinds. It is a never-failing and permanent Cure. It Cures Old Sores.

Cures Sores on the Neck.

Cures Sores on the Face.

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NOT AND A.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer 29.755
Thermometer 81.0
Humidity 83
Rainfall 13.482.

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.
Barometer 29.89 29.83
Temperature 83 83
Humidity 70 71
Rainfall — —

TO-MORROW.

Saturday, 14th September, 1901.
Chinese—2nd of 8th moon of 27th year of Kwang-su.

Sun—Rises 5hr. 47min.
Sets 6hr. 37min.
High water—Morning 9hr. 57min.
Afternoon 10hr. 37min.
Low water—Morning 3hr. 17min.
Afternoon 3hr. 47min.

ANNIVERSARIES.

1852—Death of Duke of Wellington.
1864—Volunteers called out on account of riots.
1854—Allied armies landed in the Crimea.
1882—Cairo captured. Arabi Pacha surrendered.

TO-MORROW.

Sunday, 15th September, 1901.
Chinese—3rd of 8th moon of 27th year of Kwang-su.

Sun—Rises 5hr. 48min.
Sets 6hr. 38min.
High water—Morning 10hr. 32min.
Afternoon 10hr. 22min.
Low water—Morning 3hr. 55min.
Afternoon 4hr. 10min.

ANNIVERSARIES.

1857—Sir T. K. Brunel died.
1867—Eleven public gaming houses opened in Hongkong.
1887—Chinese transport *Waiyee* driven ashore on Pescadores; upwards of 370 lives lost.
1875—Tonquin ports opened to foreign trade.

AGENDA.

TO-MORROW.

Daylight—D. S. & Co.'s steamer *Arratoon* leaves for Singapore, Penang and Calcutta.

H. A. L. Co.'s steamer *Aragonia* leaves for New York via Suez Canal.
O. S. K. Co.'s steamer *Daijin Maru* leaves for Tamsui via Swatow and Amoy.

CHURCH SERVICES.

St. John's Cathedral.
Fifteenth Sunday after Trinity (Sept. 15th), Mains (11 a.m.)

Responses, Ferial; Venite, Stamer; Psalms, Cooke, Woodward Dupius; Te Deum, Dymally in F.; Benedictus, Garro; Anthem, "I am Alpha and Omega" (Stainer); Hymn, 2; Kyrie, Merbecke; Offertory Hymn, 355. (Tune 356). Evensong (5.45 p.m.)

Responses, Ferial; Psalms, Quadrupe Chant, Oakley; Magnificat, Nunc Dimittis, Bruce Steano; Anthem, "In humble faith they love" (Garrett); Hymns, 391, 28; Vespertym, Bruce Steano; Voluntaries "Offertoire Dubois; Melodie; Rubenstein.

St. Peter's Church.

West Point.
Hymn, 332; Venite-Elvey; Te Deum Hayes; Jubilate, Gregory. Hymns 253, 16, 57. Evensong (6.30 p.m.)

Hymns 344; Magnificat Tule; Nunc Dimittis Barby. Hymns 252, 17, 345.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point—Morning Service (English), 9 a.m.

St. Francis' Church, Wanchai—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.

Union Church—Services, 11 a.m. and 6 p.m.

MONDAY, 16th.

9 p.m.—Regular Meeting of Perseverance Lodge at the Freemason's Hall, Zetland St.

Cargo ex *Natal* subject to rent.
Cargo ex *Mayone* subject to rent.

TUESDAY, 17th.

Noon—"Shire" line steamer *Radnorshire* leaves for Nagasaki, Kobe and Yokohama.

Cargo ex *Radnorshire* subject to rent.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

August 20th.

The officers of the *Catherine Ahear* (Capt. S. H. Beldon) are—Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, and T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellar) are—chief officer, Mr. Bicar, 2nd, H. W. Weare, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

August 23rd.

Mr. Short is temporarily chief officer of the *Haiching*.

Mr. S. Williams is appointed 3rd officer of the *Haitan*.

Captain Evans is temporarily commanding the *Haiching*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Haimun*.

Mr. Musgrave is appointed 3rd engineer of the *Thales*.

Mr. E. Sayer is appointed 2nd engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *M. Laguna*, is now 4th officer of the *Glengyle*.

August 26th.

Capt. Davis has resumed command of the *Haiching*.

Mr. Evans, chief officer, has returned to the *Haiching*.

Mr. Short, 2nd officer of the *Haitan*, has returned to that ship.

August 30th.
Captain W. Passmore has taken over the command of the *Haimun*.

Mr. Walters has joined the *Haimun* as 3rd engineer.

September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are—chief officer W. Schaeke, 2nd, E. Lehmann, chief engineer M. Biese, and C. Petersen, 3rd, H. Brandt, assistant engineer, H. Dittmann.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Hamburg*) 17th instant.
German (*Prinz Heinrich*) 18th instant.
American (*City of Peking*) 19th instant.
American (*Gaelic*) 24th instant.
Australian (*Australian*) 25th instant.
Canadian (*Empress of China*) 30th instant.
American (*Hongkong Maru*) 2nd prox.
American (*China*) 10th prox.

The P. & O. S. N. Co.'s steamer *Tientsin* left Bombay for this port on the 13th inst.

The P. & O. S. N. Co.'s steamer *Ras Roun* left Bombay for this port on the 13th inst.

The G. L. Co.'s steamer *Australian* from Sydney left Port Darwin to-day for Timor and this port.

The O. S. S. Co.'s steamer *Agamemnon* left Singapore to-day and is due in Hongkong on 19th inst., at daylight.

The P. M. S. S. Co.'s steamer *City of Peking* with mails &c., from San Francisco to the 22nd ult., sailed from Shanghai for this port at 10 a.m., to-day.

The N. Y. K. Co.'s steamer *Tamio Maru* (European Line) left Shimomoseki for this port on the 14th inst., and is expected to arrive here on the 18th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Georges Valentine at Kowloon Dock.
Victoria " "
Zufro " "
Elcano " "
Changsha " "
Laiyang " "
Empress of Japan " "
Canton River " "
Loongmoon " "Casimopolian"

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Katsch, Mr. E. A.
Andrew, Mr. D. A. Kiene, Mr. and Mrs. F.
Angus, Mrs. Lazarus, Mr. N.
Arnold, Mr. H. Little, R.E., Major
Bailey, Mr. W. S. R. P.
Barlow, Mr. B. J. Long, Mr. & Mrs. D. M.
Beckett, Mr. G. W. Lyon, Miss
Bell, Mr. J. T. Lyon, Mr. J. M.
Black, Mr. J. Macdonald, Mr. D.
Bonner, Mr. A. Marlow, Mr.
Brown, R.E., Major W. McAllister, Mr. J.
B. McLellan, Mr. and
Busstow, Mr. Mrs. E. E.
Clark, Dr. Michael, Mr. S. J.
Colombo, Mr. G. Nicheaux, Mme. de
Colson, Mr. J. S. Parfitt, Mr. W.
Cylindar, Mr. J. M. Patrick, Mr. J.
Denroche, Mr. P. C. Pearce, Dr. W. W.
Devillibus, Mr. D. M. Hicher, Mr. A. J.
Discombe, Mr. G. M. Price, Mr. H.
Dorehill, R.A., Major Quennell, Lieut. W. A.
Dyckson, Major P. S. Kanes, Mr. J. C.
Edwards, Mr. F. W. Reid, Dr. L. R.
Fernald, Mr. and Mrs. Reid, Mr. A.
Field, Mr. A. G. Robertson, Mr. W. R.
Fischer, Mr. Schouw, Mr. C.
Ford, Mr. W. B. Sellers, Mr. E.
Gardyne, Mr. Bruce Sergeant, Mr. P. W.
Gendron, Mr. P. Simpson, Mr. A. E.
Gibson, Mr. Kennedy Slavin, Mr. J. M.
Gillespie, Mr. L. L. Smith, Mr. F. W.
Glover, Mr. C. Smithers, Mr. R. G.
Grant, Mr. John Stafford, Mr. T. C.
Guignard, Mr. E. Taylor, Mr. D. G.
Hamilton, Mrs. J. C. and child
Hawkins, Mr. and Mrs. Tibbey, Mr. H. M.
H. L. Tibbey, Mr. C. A.
Heckford, Mr. R. G. Tulcher, Mr. C. A.
Henningsen, Mr. H. F. Wakeman, Mr. G. H.
Houston, Mr. J. van Watten, Mr. J. A.
Howard, Mr. Thos. Watts, Mr. and Mrs.
Huwkins, Mr. J. A. Frank W.
Hughes, Mr. J. A. Whaley, Mr. W. J. G.
Huke, Mr. A. N. Whitton, Mrs. J.
Innes, Capt. Woollen, Mr. J. J.
Irving, Mr. E. A. Young, Mr. E. S.
Johansen, Mr. and Mrs.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Racon, Miss Lee, Mr. J. E.
Baulton, Mr. J. F. Mackay, Mr. J. A.
Beattie, Mr. James Martin, Mr. R.
Bonnar, Mr. J. W. C. May, Mr. A. J.
Brawn, R.E., Col. L. F. McDermott, Mr. A. P.
Brayne, Mr. H. F. R. Miller, Mr. and Mrs.
Bruce, Mr. G. Perrot, R.A., Colonel
Collard, Col. A. W. Plt. Mr. John, R. N.
Crookenden, Col. Pollock, Hon. H. E.
Dann, Mr. George H. Quistoff, Mr. M.
Davies, Mr. W. Rumsey, R.N., Hon.
Detrick, Mr. and Mrs. R. Murray
Drion, Mr. F. Sawyer, Mr. A.
Ezekiel, Mr. J. S. Sinclair, Mr. A.
Forbes, Mr. Andrew Smith, Mr. T. J.
Foster, Mr. and Mrs. Stokes, Mr. A. J.
H. W. Thomson, Mr. J. S.
H. W. Wheeler, Mr. W. T.
Graham, Mr. D. M. Wilgress, Mr. W. H.
Gumprecht, Dr. Wilson, Mrs. W. and
Hamilton, Major child
Jameson, Mr. Phillips Wright, Mr. and Mrs.
Jeffries, Mr. H. N. H. Taylor

CRAIGIEBURN.

Anderson, Mr. Jas. Heemskerk, Mr. J. J. B.
Bells, Mr. H. Helms, Mr. J. B.
Brown, Mr. and Mrs. Langlands, A.O.D.
H. Matheson Capt. and Mrs. P.
Crouch, Mr. J. W. Pye, Mr. E. Burns
Denison, Mr. and Mrs. Scott, Mrs. James
A. Sisters, Govt. Civil
Edwards, Mr. G. H. Hospital
Farrow, Capt. J. Surplice, Mr. and Mrs.
Gimble, Mr. & Mrs. G. F. R. C.

KOWLOON HOTEL.

Connally, Miss K. Holden, Mr. Geo. H.
Fernandez, Mr. & Mrs. H. N. Loggin, Mr. and Mrs.
J. B. Loggin, Mr. and Mrs.
Grimes, Mr. & Mrs. J. and child
Harges, Mr. Herm. Nobbs, Prof. A. P.
Harman, Mr. T. O. B. Riegen, Mr. V.

OPUM QUOTATIONS.

Hongkong, 14th September.
New Patna \$974 per chest.
Old Patna 974
New Benares 974 per picul.
Old Benares 945
New Malwa 850/860
Old Malwa 870/900
Perian, paper tied 815

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 14th.)

COMPANIES.	PAID UP CAPITAL.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$600 buyers.
The Bank of China and Japan, Limited—(Preference)	\$ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	\$ 4	\$0.15/
The Bank of China and Japan, Limited—(Deferred)	\$ 1	\$5.5 buyers
National Bank of China, Limited	\$ 1	\$28 buyers
Do. Founders	\$ 1	\$15 sellers

Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$340
China Trade Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 60	\$12.5 1923
Yangtze Insurance Association, Limited	\$ 50	\$12.5
Canton Insurance Office, Limited	\$ 20	\$170 sellers
Straits Insurance Company, Limited	\$ 20	nominal

Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$342 sellers
China Fire Insurance Company, Limited	\$ 20	\$82 sellers

Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$342 sellers
Indo-China Steam Navigation Company, Limited	\$ 10	\$136
China and Manila Steamship Company, Limited	\$ 50	\$62 sellers
Douglas Steamship Company, Limited	\$ 50	\$45 buyers
China Mutual Steam Navigation Company, Limited—(Preference)	\$ 10	\$12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	\$ 10	\$12 buyers
China Mutual Steam Navigation Company, Limited—(Deferred)	\$ 5	\$7 buyers
Star Ferry Company, Limited	\$ 2 1/2	\$94 buyers
"Shell" Transport and Trading Company, Limited	\$ 1	\$2 12/6 sellers

Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$136 sales and buyers
Luzon Sugar Refining Company, Limited	\$ 100	\$36 sellers

Mining.		
Punjom Mining Company, Limited	\$ 9	\$5 sellers.
Punjom Mining Preference Shares	\$ 1	\$1.25
Societe Francaise des Charbonnages du Tonkin	Francs 250	\$325
Queen Mines, Limited	Cents 5	\$4 buyers
Telebu Mining and Trading Company, Limited	\$ 18s. 10d.	\$13 sellers
Raub Allan Gold Mining Company, Limited	\$ 5	nominal
Olivers Freehold Mines, Limited	\$ 5	nominal

Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$275
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$99 buyers
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 64	\$25 buyers

Lands, Hotels and Buildings.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.75 buyers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$190 buyers
Kowloon Land and Building Company, Limited	\$ 30	\$50 buyers
West Point Building Company, Limited	\$ 50	\$52 buyers
Hongkong Hotel Company, Limited	\$ 50	\$127 buyers
Oriente Hotel Company, Limited	\$ 50	\$55 buyers
Humphrey's Estate and Finance Company, Limited	\$ 10	\$133 sellers

Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 100	\$114 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40
International Cotton Manufacturing Company, Limited	Taels 100	Taels 30
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 45
Soy Chee Cotton Spinning Company, Limited	Taels 100	Taels 300
Yahloong Cotton Spinning Company, Limited	Taels 100	Taels 10

Cigar Companies.		
Alhambra, Limited	\$ 500	\$1,000 sellers
Philippine Tobacco Trust Co., Limited	\$ 50	nominal

Miscellaneous.		
Green Island Cement Company, Limited	\$ 10	\$31 sales and buyers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$14 sellers
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Company, Limited	\$ 10	\$12 buyers
Hongkong Electric Company, Limited	\$ 10	\$12 buyers
Hongkong and China Gas Company, Limited	\$ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$172
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$183 buyers
Hongkong High-Level Tramways Company, Limited	\$ 10	\$275 buyers
Dairy Farm Company, Limited	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$30 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 1	\$10
United Asbestos-Oriental Agcy. Limited	\$ 4	\$10 buyers
Tebrau Planting Company, Limited	\$ 5	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$192 buyers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 5	\$20 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	nominal

BENJAMIN, KELLY & POTTS

Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
City of Peking	B str.	J. T. Smith	Shanghai	P. M. S. S. Co.	Sept. 17th
Hamburg	G str.	H. Magin	Singapore	Melchers & Co.	Sept. 17th
Prinz Heinrich	G str.	R. Heintze	Japan	Melchers & Co.	Sept. 18th
Gaelic	B str.	Wm. Finch	San Francisco	O. & O. S. Co.	Sept. 24th
Australian	B str.	P. T. Helms	Port Darwin	Gibb, Lister & Co.	Sept. 25th
Empress of China	B str.	R. Archibald, R.N.R.	Vancouver	C. P. R. Co.	Sept. 30th
Hongkong Maru	J str.	W. E. Filmer	San Francisco	P. M. S. S. Co.	Oct. 2nd
China	A str.	W. B. Seabury	San Francisco	P. M. S. S. Co.	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

Intimations.

UNTOUCHED BY HAND.

MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

CHINA COAST METEOROLOGICAL REGISTER.

13TH SEPTEMBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wladivostok	2 p.m.	—	—	—	—	—	—
Tokio	"	29.74	—	—	E	4	—
Kochi	"	29.75	—	—	SE	2	—
Nagasaki	"	29.79	—	—	E	4	—
Kagoshima	"	29.79	—	—	SE	4	—
Taihouki	1 p.m.	29.85	—	—	NE	2	—
Taichu	"	29.76	—	—	N	6	—
Tainan	"	29.76	—	—	N	6	—
Koshun	"	29.77	—	—	N	2	—
Pescadores	"	29.82	—	—	E	10	—
Gutzlaff	3 p.m.	29.94	77	65	NE	5	cv
Sharp Peak	"	29.86	78	65	E	4	—
Amoy	"	29.85	86	61	E	4	c
Swatow	"	29.85	—	—	—	—	—
Canton	"	29.84	91	87	—	0	b
Hongkong	4 p.m.	29.83	82	60	SE	1	b
Victoria Peak	"	—	—	—	SSE	1	—
Gap Rock	"	29.83	—	—	E	2	—
Macao	"	29.83	86	—	S	1	c
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.76	86	78	SW	2	c
Malate	3 p.m.	—	—	—	SW	3	c
Bacolod	"	—	—	—	SW	2	c
Iloilo	"	29.83	75	—	S	3	bg
Cebu	"	29.80	88	—	SW	3	c
Cape S. James	"	—	—	—	SW	1	c

